



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

must be counted among the most successful maritime ventures of a private nature in modern times. The year before he died Russia sent a freight-laden fleet through the Kara Sea and up the Yenisei River to Yeniseisk. The success of that voyage and the scientific studies then carried out resulted in 1906 in an official affirmation by the Russian Government of the practicability of the route for two to three months every year and of the important advantages which it offers.

Wiggins's great work has thus been endorsed by Russia. His views and voyages were always opposed by those interested in the overland trade and practically nothing has been done to follow up his enterprises excepting by the Russian Government in 1904. It is expected, however, that Russia will open this sea route as a permanent commercial connection between western Europe and Siberia.

Mr. Johnson's book deals chiefly with Captain Wiggins's adventures in this new field. Fortunately the captain left abundant material in the form of journals of his voyages and hundreds of letters so that the hero of the book speaks largely for himself in its pages. A great number of passages are from his own pen. The book is of permanent value as an authentic history of the pioneer efforts in modern times to open a commercial sea route to Siberia.

Ansiedlersschicksale. Elf Jahre in Deutsch-Südwestafrika, 1893-1904. Von Helene von Falkenhausen. Fifth Edition. iv and 260 pp. Dietrich Reimer (Ernst Vohsen), Berlin, 1908. (Price, M. 3.)

A simple and touching story of the life of a farmer's wife in German Southwest Africa and of the tragedy that blasted her happy home, made her husband a victim of the Herero uprising and sent his poor wife into the wilderness a fugitive, with only one thought to give courage to her mother heart and that was to save the lives of her children in some place of refuge. Her youngest child died on the journey back to Germany. But after it all, Mrs. von Falkenhausen writes that her heart is still in the colony, whither she was taken by her parents who were among the pioneer colonists. The book is a well-told record of the conditions of pioneer life in German Southwest Africa, the hardships and pleasures, joys, and sorrows, of the sturdy farmer folk who were making their fields blossom and were beginning to surround themselves with comforts, when the war cloud arose and all hope of a peaceful life, for years to come, was destroyed. The writer describes the Hereros, gives her own ideas as to the causes of the war, and draws a clear picture of the lives of German colonists in Southwest Africa.

Les Frontières de la Côte d'Ivoire, de la Côte d'Or et du Soudan. Par M. Delafosse. ix and 256 pp., 94 Illustrations from Photographs, and Map. Masson & Company, Paris, 1908. (Price, Fr. 6.)

Mr. Delafosse was the leader of the French party in the joint French-British Commission which delimited the boundary between the French Ivory Coast and the British Gold Coast (1901-3). The work was later extended to include the delimitation of the boundary between the Gold Coast Colony and the present French colony of the Upper Senegal and Niger. The incidental journeys occupied nearly three years and involved over 3,000 miles of travel. The author gives in the form of a diary a great deal of information relating to many things, such as river navigation, forests, soils, elephants and other varieties of game, the villages, some of which were very large, and the characteristics of many tribes. Not a few of these peoples have made considerable advance in their kind of civilization

and seem to live in comfort. The photographs were taken by the author and finely illustrate the work, which is a worthy addition to popular literature relating to West Africa.

Parlamentarische Studienreise nach Deutsch-Ostafrika. Von Oberamtsrichter Kalkhof. 148 pp., and 19 Photographic Reproductions.

Dietrich Reimer (Ernst Vohsen), Berlin, 1907. (Price, M. 2.)

This book adds another to the list of those written recently by German officials or members of the Reichstag giving impressions of the African colonies based upon personal observation. All of these books are worth reading. They give the views of men of affairs who are called upon to deal with the practical aspects of the colonies and who have made investigations of their own to be helped thereby to deal more adequately with colonial questions.

This book is one of the shortest and best illustrated of them all. It is written somewhat sketchily. It has not the solidity of narrative and the rich aggregation of facts that have characterized some of the other books but, on the whole, it is a valuable contribution to the series. It adds to the volume of evidence that Germany was wise to develop a colonial policy; that the once decried German East Africa is destined to a great future and that her highlands will some day be the home of thousands of German colonists.

Judge Kalkhof believes that the south of the colony and especially the district of Lindi may be counted among the best parts of it. He attributes the slower development of Lindi to the fact that it is remote as yet from regular steamship communications with Europe. Its rich soil and its young but flourishing plantations of sisal hemp, cotton, and cocoa palms promise much for the future. The author visited all the coast settlements, saw the colonial farmers among the mountains of Usambara, studied the German stations on Victoria Nyanza, and is enthusiastic over the remarkable development upon which they have entered. He gives an effective description of the journey over the British railroad from Mombasa to the great lake and criticises the policy that has made the German outposts on the lake dependent upon the British rail communications with the sea. In fact, the lion's share of the freightage of the Uganda Railroad is now derived from the German interests on the lake. The author is naturally in favour of a vigorous policy of railroad development. It is such testimony as he presents in this book that has moved the Reichstag to make fairly liberal appropriations this season for the extension of the Usambara and Dar es Salaam—Morogoro lines.

Ice Formation. With Special Reference to Anchor-Ice and Frazil.

By Howard T. Barnes. x and 260 pp., Illustrations, Folder Plate, and Indices of Subjects and Names. John Wiley & Sons, New York; and Chapman & Hall, London, 1906. (Price, \$3.)

This book will be helpful to all who are interested in engineering problems in which ice is a factor or who wish to become more familiar with the various phases of ice formation. The author shows that to the hydraulic engineer the question of ice formation is of vital importance:

What presents itself during the summer months for consideration is nothing to what must be met during the winter months, when ice is forming rapidly, and ice bridges, dams and shoves may change the whole character of the levels and channels in a single night. Rivers are thus known to have been turned entirely out of their course into new channels during a winter of unusual severity, and in some instances the reversal of a rapid is of yearly occurrence.